

05 SEPTEMBER 2005

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RECD 09/05/05

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Initial examination of the Chicago O'Hare International Airport final Environmental Impact Statement (EIS) and additional documentation finds it to be incomplete with some statements open to question. It should be further noted that the full EIS documentation (of some 35 CDs) was not distributed to any library (e.g. Franklin Park) in the southeast quadrant (relative to O'Hare). Additionally, no one could have foreseen the magnitude of distraction (and destruction) that Hurricane KATRINA would create. I am therefore requesting that the deadline on this final EIS be extended for a reasonable period of not less than ten days. This documentation deserves full consideration due to its thoroughness and importance to the Great Lakes Region.

An example of this EIS documentation needing further clarification is TABLE R-2 (on page R-3 of ALTERNATE CONSIDERATIONS) where the Airbus "A320" aircraft are included in the same AIR CARRIER category as the Boeing "B747". The A320 (like Boeing's 737 used by Southwest Airlines) can takeoff from all the runways in Chicago's O'Hare plan (and from both MIDWAY runways) at a rate of up to 3 per 2-minute interval. The B747 requires significantly longer runways for takeoff eliminating at least 3 of the shortest runways; its takeoff rate is 1 per 2-minute interval. Since the effectiveness of any airport plan is determined in part by a breakdown of the fleet mix and the passenger capacity of each aircraft, this becomes required information for plan analysis to be complete.

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Also, to date, no documentation has been found to support the relatively large distance between the outer east-west runway (27R/9L and 28L/10R) and the nearest parallel runway. (The parallel runway sets closest to the terminal area are 1600 and 1200 feet apart, similar to Atlanta's spacing of 1000 and 1060 feet.) It would seem reasonable to prefer to eliminate airport hangers and parking spaces instead of suburban businesses and residential areas. (Elimination of diagonal runway 32L/4R would permit this for new runway 27R/9L.)

As I previously stated earlier this year (in written comments relative to the O'Hare plan), I am willing to meet with local FAA representatives regarding this project. As an original board member and technical advisor to the O'Hare Area Noise Abatement Council - headed up by the late George Franks - I am dedicated to doing it right. Otherwise I would not have supported additional east-west runways for a more efficient and safer airport.

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